

NO GLASSES TO LOOKOUT ON TITANIC

hearings. We shall release those who want to go just as soon as we feel that they have told us all they know."

CROWDS EXCLUDED FROM THE HEARING

Owing to the great confusion caused by the rush of the crowds to the hearing and the constant interruptions during the interrogation of witnesses, the Senate committee determined to-day to exclude the general public. To accomplish this the hearing was transferred to a smaller room in the Senate office building. Only witnesses, those particularly interested in the inquiry and members of the press were admitted to the room.

The change caused disappointment to thousands, most of them women, who crowded about the corridors leading to the marble caucus room as early as 8.30 o'clock. When officers informed the crowd that the plans had been changed and the general public would be excluded, there were loud protests. Hundreds remained about the building, clamoring for admittance. The crowds lined the hallways leading to the new room and the police had difficulty keeping a passageway to the door.

Major Arthur Peuchen of Canada, the survivor who was ordered into one of the lifeboats to handle an ear by Second Officer Lightoller, was in the committee room. J. Bruce Ismay and the White Star Line officials arrived early.

THIRD OFFICER PITMAN CALLED TO STAND.

When the proceedings opened Senator Smith announced that Boxhall suddenly had been taken ill. Third Officer Pitman took the stand and told his experiences of seventeen years on the sea.

"Were you present during the trial tests of the Titanic?" asked Senator Smith.

"Yes, sir, I was on the bridge most of the time."

The witness said the tests consisted of steaming in circles and in performing other evolutions and in adjusting compasses.

Q. Were there any trials for speed? A. No, sir; I believe they have no such tests on the White Star Line.

Q. Tell the committee the circumstances of the departure from Southampton. A. We left Southampton 12.15 P. M. Wednesday, April 10. Nothing exciting happened except breaking the moorings of the New York, caused by the backwash from our starting propeller. We got clear and proceeded to Cherbourg.

Q. How long was the delay? A. About half an hour.

Q. What was the weather? A. Perfect.

HAD GOOD WEATHER TO PLACE OF COLLISION.

Q. Was it good all the way to the place of collision? A. All the way and so heavy sea.

Q. Was there a starlit sky? A. Every night and morning.

Asked to describe the duties when on board, Pitman said he worked out observations, found deviations of the compass, general supervision around the decks and relieving the bridge if necessary.

Q. Was it part of your duties to drill the men or go through practice with the men? asked Senator Smith. A. No, sir; I merely gave them orders.

The witness said there were two drills always at Southampton and at Queenstown. The Titanic's drill at Southampton, he said, consisted of lowering and lifting two boats.

Q. Was anything done at Southampton? A. No, sir; I believe they have no such tests on the White Star Line.

Q. Did you hear anything about a wireless message about ice? A. Yes, I did, after Saturday night or Sunday morning, when Mr. Boxhall put it on the chart.

Q. Did you talk with Boxhall or Murdoch or Lowe regarding the proximity of the Titanic to ice? A. I did not.

Q. Did you talk to the captain? A. I did not.

Q. Did he talk to you about it? A. No, sir; I did not see any ice Sunday.

The fact that the temperature was lower, he declared, would not indicate the presence of ice.

"In this country and our country," he said, "the temperature changes are such that one wants an overcoat one day and cool clothes the next, but it is not due to ice."

GOT TO SEE AN ICEBERG TO TELL ITS PRESENCE.

Sensor Smith indicated that the proximity of ice was indicated in a number of ways, such as the effects on the sky, the change in temperature, the light of sun or moonlight upon the sea. The witness said virtually the only way to discover the proximity of icebergs was to see them. Senator Smith sought to make the witness admit there were other indications.

Q. When you are convinced there is no other way of telling? A. There is no other way. Science may hold that there are numerous ways, but they have never been demonstrated.

The witness described a 100-foot iceberg in the Southern Ocean. Neither the temperature of the sea nor the temperature of the air was affected by the great mountain of ice.

Sensor Smith asked Pitman if he knew that temperature tests of the water were made every two hours on

and helped me. I put in quite a number of the crew a few men. Then I called the crew and they were none to be seen. Then I stepped back on the ship again and officer Murdoch told me to get in the boat and row around to the after gangway. I thought that was the thing to do, because I expected to bring all of the passengers back to the ship again."

Q. Were the passengers reluctant to get into the boats? A. Well, no, sir.

PITMAN'S PARTING WITH FIRST OFFICER MURDOCK.

The witness said that just before the boat pulled away, First Officer Murdoch leaned over and shook hands with him and said "Good-bye and good luck, old man."

"I pulled away," said Pitman, "intending to remain near the ship in case wind should spring up."

There were five members of the crew on the lifeboat commanded by Pitman. He carried four of the passengers. He acknowledged his boat did not have lights, although the regulations of the British Board of Trade compelled it.

Pitman said that the women behaved "splendidly," and that all of them wanted to help in rowing to keep themselves warm. He said his boat was some distance from the Titanic when she went down.

Q. How did she sink? A. She settled by the head and then suddenly she got on end and dived right straight down.

Illustrated with down-pointed finger.

Q. Did you hear any explosion? A. No, sir, I did not. They sounded like big guns in the distance."

Q. What were those explosions? A. I think they were in the bulkheads, sir. The explosions followed the dive of the ship almost immediately.

Q. Did you see any ice Monday? A. Yes. When I was in the lifeboat going to the Carpathia I saw several icebergs. There may have been half a dozen of them."

Q. Were these bergs high above the water? A. About 100 feet above the water.

Q. How many of these large icebergs? A. Really, I couldn't say.

Sensor Smith questioned the witness as to his whereabouts on the night of the collision. From 8 to 9 o'clock that evening he said he was on the bridge, after which he went to his berth.

Q. Did you hear anything about a warning by the Carpathia that ice was in the vicinity? A. No, sir.

Q. You heard nothing whatever either from Second Officer Lightoller or the captain when you were on the bridge that night? A. No, sir.

The witness said that the Titanic had been keeping a special lookout for ice on Sunday. It was done because Captain Smith had been "warned" that ice was near.

"Who warned him?" inquired Senator Smith.

"I don't know, sir."

CANNOT REMEMBER WHO GAVE WARNING.

Q. Well, who told you that he had been warned? Were you told before the disaster or afterward? A. I cannot remember who told me, and I think it was after the wreck.

Q. Can you tell what speed the ship was making Sunday evening? A. About 21 1/2 knots an hour.

Q. Was that speed maintained? A. No, nothing to what we expected her to do.

Q. How much did you expect? A. We thought she could reach 26.

Q. Were you trying to reach 26? A. No, because we didn't have the coal for that.

Asked about the iceberg warnings, Pitman said he did hear about Lightoller's warning to Murdoch about ice on Sunday. It was done because Captain Smith had been "warned" that ice was near.

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may have been the boat whose lights Fourth Officer Boxhall saw and which he ineffectually tried to signal with distress rockets.

Pitman told of having transferred passengers from his boat (No. 6) to boat No. 7.

Q. Do you think No. 7 could have held more people? A. Yes.

Q. Why were not more taken? A. There were no more women around when my boat was lowered. I can't say about No. 7.

Q. Were there any men around? A. There may have been.

SAYS HE THOUGHT HE HAD ENOUGH ABOARD.

Q. Why were not they taken, then? A. I thought I had enough when my boat was lowered. I can't say about the others. I think some of the boats had as many as 60 in them when they reached the Carpathia.

Sensor Smith called attention to Officer Lightoller's testimony that a capsized collapsible boat had seventy-five persons on it.

"If that boat could keep about thirty-five men when capsized, wouldn't you think the regular lifeboats would hold sixty?" he asked.

"Yes, but there would be no room to move," he added.

Pitman said that when he saw the light of the Carpathia he also saw the rope that held the two boats together and pulled for it. This was about 1 o'clock, he said, and all the moans and cries had ceased.

Q. Did you see any bodies in the water? A. No, sir; at no time.

Q. Did you, while lying on your oars, see any lights of any kind aside from those of the Carpathia and the other lifeboats? A. Yes, we saw a light on the horizon—a white light."

Q. Was it on the track of the Titanic? A. Yes, sir, but we did not follow it. It might have been one of our own boats.

SAW NO MORE SIGNALS ON TITANIC.

The witness said he did not see any more signals on the Titanic, but there were a dozen or more rockets fired. Fourth Officer Boxhall's testimony yesterday regarding the ship that was failed to land aid. Pitman said he did not, of his own knowledge, know of the presence of the ship, but that he had heard later that one had passed.

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LOOKOUT GAVE WARNING OF MASS OF ICE AHEAD SOON AFTER 11.30 P. M.

"Both of Us in the Crow's Nest Saw the Berg at the Same Time," He Tells Investigators.

Frederick Fleet, sailor and lookout man on the Titanic, is twenty-five years old. Fleet said he had five or six years' experience at sea and was lookout on the Oceanic prior to going on the Titanic. He was in the crow's nest at the time of the collision.

Q. Who was on the bridge Sunday night after you took your place in the crow's nest? A. Mr. Murdoch and Mr. Pitman.

Q. Was the captain on the bridge? A. I didn't see him.

Fleet said he took his watch at 10 o'clock. Sailor Leigh was with him in the crow's nest. Fleet said the men he relieved told him to keep a sharp lookout for small ice.

Q. Did you keep a sharp lookout? A. Yes, sir.

Q. Did you see any ice? A. Yes, sir, at seven bells (11.30 P. M.) I reported a black mass ahead.

Q. How long before the collision did you report ice ahead? A. I've no idea.

Q. About how long? A. I couldn't say.

Q. What did you do when you saw the iceberg? A. I sounded three bells and then telephoned the bridge that there was an iceberg ahead.

Fleet said he got a prompt response to his ring and the report was not delayed. Shortly after the accident he and Leigh were relieved.

"Was it five minutes or an hour before the collision that you saw the iceberg?" demanded Senator Smith in exasperation.

"I don't know, sir," said the witness.

"I wish you would tell the committee whether you apprehended danger when you sounded these signals?"

"All we have to do in the nest is ring the bell and if we think there is danger we telegraph," said Fleet.

"When you did think there was danger when you rang the bell?"

"I thought the berg was pretty close, but it didn't seem so large when I first saw it."

Q. How large then? A. About the size of two big tables. But it got large as we went along and when we struck it was about fifty or sixty feet high above the water."

Q. After you gave that telephone signal was the ship stopped? A. No, she didn't stop until after we struck the iceberg, but she started to go to port after I telephoned.

Q. How do you know? A. My mate told me the iceberg struck the ship. A. On the starboard bow about twenty feet from the stern.

SHORT GRINDING NOISE AT THE IMPACT.

Fleet said that when the collision came there was little impact and "just a sharp grinding noise."

"Did it alarm you?" asked the Senator.

"No, I thought it was a narrow shave."

MAYOR IS PRESENT DURING THE MEMORIAL SERVICE AT TRINITY.

Trinity Church was crowded with solemn-faced men and women, a few of them survivors of the Titanic, at noon today when the first notes of Beethoven's Funeral March pealed from the great organ, opening the memorial exercises for the Titanic dead, held under the auspices of St. George's Society of New York. The service was brief but impressive.

Parts of the Burial Offices of the Episcopal Church were chanted, followed by the hymn "Blest Are the Departed." While this hymn was being sung the congregation knelt with bowed heads and many women wept. The choir sang "Nearer, My God, to Thee," brought memories of the brave dead who sang this hymn while the Titanic was settling for her final plunge.

Over the door of Trinity the American flag and the Union Jack were entwined, bordered with crepe. Inside the church the same sombre decorations told of the international disaster.

Officials of the White Star Line and Cunard Line attended. From Washington came the British Consul General, Courtney Bennett, with his secretary, Mrs. Percy, and Consul Broderick of New York.

Mayor Gaynor and city officials occupied the first new on the right.

Leit Seven of Family on Titanic.

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